A Gallant Struggle to the Half-way Point, Which Appears to Bave Bern First Reached By the New Baven Men-Wide Ours a Bandleap-Dr. McDowell Wins.

Special Cable Despatch to THE BUR.

LONDON, July 7 .- The Yale crew was overmatched and fairly and squarely beaten to-day at Benley. Leander crossed the line a length and a half in advance of the American boat, and there is no reason why it should not be admitted that the victors could have made it two lengths, perhaps three, if they had chosen do so. The most satisfactory feature of the result is that the Vale men frankly admit that their opponents, on the whole, are better oars-men and won on their merits. Not a man in the Yale boat would dream of suggesting that Englishmen jockeyed or tricked them in any way, and Britishers may rest assured that no post-mortem pamphlet containing base insinuations will be issued when the Yale crew gets

More than that, it should be said with equal emphasis that the treatment of the visiting oarsmen from beginning to end has been most cordial and hospitable. English sportsmen never made more sincere and successful efforts to be kind and generous to strangers. It is even true that there was a strong desire in the hearts of many Englishmen to see Yale win in order to counteract the effect of certain miserable incidents in international sport within the last year. These facts cannot be too strongly emphasized on account of certain unwarranted reflections upon English public opinion at Henley which have been cabled to America within the past few days, and which have been deeply

There are certain interesting things to be said about the reasons of Yale's easy defeat in the first heat of the great race. It was due mainly to two things-lack of sufficient time for the men to adapt themselves to local conditions and failure to adopt the best measures for competing under those conditions. It is probably true that the Yale men were not up to the average university standard of recent years, and that the preparation for a short race was very different from that necessary for a four-mile race. It should also be said that the unwarranted interference by one or more persons who came over with the American oarsmen seriously andicapped them in their training.

The important point, however, in regard to the oars used, whatever may be true of the New London course, is undoubtedly the fact that the Yale oar blades were too broad for the crew's best work in the dead, glassy water of It is the unanimous opinion of English coachers

that Yale was defeated by Leander's narrower oar blades.

As the Americans pulled to their boat house after the race, Trevor Jones said to the representative of THE SUN:

"I can now tell you what I was not willing to say yesterday. In my opinion Yale's defeat was all due to her oar blades being too wide for this heavy water, in fact for any water. Your crew led to Fawley Court, half of the course, and if you had had proper oars they would have led to the finish. All of our coachers agree with me in regard to your oars. I expected Yale would defeat Leander. Your crew rowed a gallant race one of the finest ever seen on English vaters, With narrower oar blades and, perhaps, a little more body swing, giving more time for breathing on the recovery, Yale would be all right. I cannot speak too well of the way Yale's men pulled out the last ounce of power."

Trevor Jones's opinion is endorsed by all toachers, even by Cook. The latter said to the epresentative of THE SUN some days ago: I am afraid our wide oar blades will kill the men on the first half, but I cannot get them to

agree with me." It was on this point chiefly that interference

by outsiders arose, and certain members of the erew positively refused to row with the new cars. The result was that Yale was obliged to fow the first half of the race at a killing pace in order to keep up with the Leanders, whose stroke was a point lower than the visitors'. Yale led at the half-way post by twenty feet. Then Leander spurted and went ahead. Langford said after the race that he tried to

raise the stroke in order to keep up, but found Yaie's big men already numbed out. It was Leander's race from that moment. In the latter part of the race Simpson at bow was half a stroke behind the rest, while Brown and Rodreeling when Coxswain Clarke called out, "Sit up straight, Yale, and show your pluck." He contrived to respond, but he and Rodgers collapsed at the boat house, and neither knew for salf an hour who had won the race.

The Leander men and others rushed up and helped the men to their quarters. "They carried Yale's boat in and were most solicitous and kind in every way," Cook said.

"We have no excuses to offer and we feel only the greatest appreciation for our most cordial reception. The best crew won. Yale has learned a valuable lesson. Our blades were too wide, but the crew did not agree with me, and I did not want to force a change, although I felt we were making a mistake. Now I am sure of it. I am glad we came, and the trip will up doubtedly lead to mechanical changes in Yale

English coachers are all eager that we should come again to try it over. Leander's men are better drilled and more experienced, and rowed with almost perfect time and application of power.

ashamed of. It was torture with those wide blades rowing a higher stroke than Leander. but still we kept on for the first half, and our men fought it out to the very last."

The question of stroke will probably be more disputed than ever as a result of the race. It was not fairly tested to-day because the style was so complicated by the difference in oars. English experts have not much to say on the subject; yet, though they naturally prefer English style, they do not, however, claim to day's race as proof that they are right.

By the United Press.

HENLEY-ON-THAMES, July 7 .- The Yale University crew fell by the wayside to-day in their first and only attempt to win the most highly prized trophy in British rowing circles, the Grand Challenge Cup of the Henley Royal re gatta. Their opponents were the crack eight of the Leander Rowing Club, and the Valensians have no reason to feel humiliated at their defeat. They were simply outclassed. The Leanders beat the New Haven crew by a length and three-quarters, covering the Henley course of one mile and 550 yards in 7:14.

Immense crowds of spectators lined the river banks at 1:15 o'clock, when the signal indicated that everything was ready for the third heat of the Grand Challenge Cup race between the Yale University and Leander Rowing Club crews The entire course was a mass of color, Yale and American flags being very much in evidence. There was no wind. The sky was overcast and the air was hot. Bob Cook and Pittman, the old Cambridge stroke, followed the boats over

the course on board the umpire's launch. Yale and Leander had drawn heat "A" in the Grand Challenge contest, but as this heat was the feature of to-day's programme, it was de-cided last week that heats "B" and "C," respectively between First Trinity, Cambridge and the London Rowing Clubs' eight and the New College, Oxford, and Trinity Hall, Cambridge, crews, should be rowed first, in order, that the principal event of the day should take place about 1:30 o'clock, when the greatest programme also contemplated the rowing of a race every half hour, except during the interva-

devoted to taking luncheon. The first heat of the race for the Diamond sculls was rowed at 11:30 o'clock, between F. Beddington of the Thames Rowing Club and R K. Beaumont of Burton-on-Trent. It was won ahead. The second heat for the Diamond

Nickalls and S. Swann, the old Trinity Hall blue, and was won by Nickalls by a length.

After an interval of half an hour the first

trial heat of the eight-oared race for the Grand Challenge Cup was rowed. The contesting crews were First Trinity of Cambridge and the London Rowing Club. The heat was won by First Trinity by three-quarters of a length Time, 7:20. The boats got a good start, both prews rowing at first at a stroke of forty-one to the minute. The Londoners were leading by a very little after the first few strokes, but Trinity passed them half way up to Temple Island, and was a canvas ahead there, and three-quarters of a length in the lead at the Rectory. At the mile the London men by raising their stroke had drawn up and were only half a length behind. They seemed to have spent their best efforts, however, and the Trinitys dropped their stroke to thirty-six. They maintained their lead, though at the enclosure the Loudon men pressed them hard. It was a very good race. College (Oxford), and Trinity Hall (Cambridge)

In the start of the second heat for the Grand Challenge Cup the contestants were the New crews. The race was the finest ever seen at Henley. Trinity rowed a forty-two stroke to the minute and New College at the rate of forty. The latter crew quickly assumed half a length's lead, which was increased at the Rectory to two and a half lengths and three lengths at the half mile. Then they dropped to a paddle of about twenty-six strokes to the minute, the men keeping together beautifully. The Trinity Hall men gained after the falling

of their opponent's stroke, but they were never even. They succeeded, however, in cutting down the lead of the New College boat to a length and a quarter, which was the distance between the two boats at the finish. The time of the winning crew was 7:19.

Immense crowds of spectators lined the river banks at 1:15 o'clock, the time for the race be tween the Yale University and the Leander Rowing Club crews. The entire course was a mass of color, Yale and American flags being very much in evidence. There was no wind. The sky was overcast and the air was hot. The crews got the word at 1:33 o'clock. Both struck the water at the same time. Emerging from the upper end of Temple Island Leander was seen to have the fore part of her canvas ahead, and soon increased her lead to a quarter of a length, but the Yale men were putting great force into their strokes and succeeded in driving their boat even with that of their opponents. To those running behind the boats on the towpath the Yales seemed to get the nose of their boat in front, and it was then a beautiful race to Fawley Court. A reporter who was on board the umpire's launch says that Yale never actually got the lead, but that two or three times they pulled themselves about even with Leander. The opinion of many persons, however, is that Yale led slightly at the half mile, but

that Leander was a foot shead at Fawley Court.
The Leander crow appeared perfectly fresh at the end of the race and rowed at a smart stroke some distance beyond the fluish, but the Yale men seemed to be completely spent. Brown and Rodgers, respectively 2 and 4, were very badly done up at the finish. The men were too much exhausted to allow a raise in the stroke. Both Brown and Rodgers required attention when the race was over. When they had been helped out of the boat Rodgers was perfectly white and Brown fainted from exhaustion, Both were very weak and lay in the open air on a float for some time while they were fanned and bathed by their comrades. The men feel that they did themselves justice and acknowledge that Leander is the better crew. They are of course terribly disappointed, but feel that they were fairly beaten. They took their defeat courageously. The other men than Brown and Rodgers were in fair shape at the finish, though they were omewhat blown. Mr. Ellington, the Field's rowing expert, who

saw the race from on board a launch, says:
"Yale rowed twenty-two and forty-three strokes for the first half and full minute to Leander's twenty-one and forty-one. Yale, as usual, went off badly, their first four strokes being very scratchy and irregular. The boats were timed at the Fawley Court boat house as having covered the course to that point in 3:24. Leander was about a yard in front, and then becan to cain fast leading by a quarter of a length at the three-quarter mile post. Yale was beginning to get very short. Leander was clear of Yale at Grosvenor and was rowing well. Yale also preserved her form, rowing at a thirty-eight stroke. At the Isthmian Yale was very much exhausted and nearly two lengths behind. Leander spurted at the finish. Leanner rowed much longer than the Yale men. who just at the finish went all to pieces, but had rowed a fine race all the way."

Another account of the race says that the Leanders took the lead at the start and were a quarter of a length ahead at a point half way up Temple Island. Then the Yale men steadled themselves and maintained their position to the top of the island, where they began to draw up. At the quarter of a mile post both boats were level, and remained so to the Rectory, but at the half mile the Leanders' boat was again in the lead, being a foot or two ahead of that of their epponents. Some persons thought that Yale had been a trifle in front of Leander before, but from the launch it did not appear that they had bad the lead. quarter of a length ahead at a point half way

had been a trifle in front of Leander before, but from the launch it did not appear that they had had the lead.

Bob Cook said to a representative of the United Press at the end of the race that the contest had resulted as he thought it would. The Leander crew was composed of older and more experienced men. The Leanders got the advantage of the start and led for a short time, but the Yale crew caught them and led by half a length to the Fawley Court boat house. Rain began to fall after the finish of the heat and continued for an hour.

A representative of the United Press visited the Yale men at the starting post, and found them sitting on the grass inside of the tent. They did not seem to be nervous, but were very quiet and not inclined to talk much. Some were toying with and tossing to one another

them sitting on the grass inside of the tent. They did not seem to be nervous, but were very quiet and not inclined to talk much. Some were toying with and tossing to one another their rabbit's-foot mascot, which was trimmed with a dark blue ribbon, while others came out of the tent and sanded their hands. Mr. Lehmann, Leander's coach, approached the tent on horseback and signalled to Clarke, the Ysie coxswain, who came out and joined him. Lehmann advised Clarke in to steer too near the piles outlining the course. Clarke thanked him, and Lehmann rode away. The United Press man asked Clarke if he and the rest of the crew were hopeful of winning. He replied that they were not very hopeful, but believed that they would make a good showing.

Several Americans with kolaks took snap shots of the race at different points. Before the Yale-Leander heat many Yale boys of different classes, wearing the university ociors, were moving about exchanging hopeful greetings, and great numbers of American ladies wore tasteful straw hats with dark blue ribbons having a white letter "Y" in the centre. Up to the time of the start there was a lively sale of Yale flags, which could be seen everywhere. Throughout the forenoon there was only one topic of conversation, the Yale-Leander race. There was a tremendous amount of Yale flags as the boats started and during the race, but many American and Yale flags disappeared suddenly after the race, though the Yale crew were received with cheers by their supporters.

The Yale classmen kept their flags up throughout the afternoon. A number of them were interviewed by a United Press representative, and all expressed the opinion that the Engish seats were better than the American

America.

The Hon. J. R. Roosevelt, Secretary of the United States Embassy, expressed himself as sorry that the Yales were defeated, but said he could hardly expect anything else from young men who were obtted against older and more experienced carsmen selected from the university crows. ersity crows. The members of the Yale crew are all satisfied

The members of the Yale crew are all satisfied that they were fairly beaten, and they are also entirely satisfied with the way they have been handled by Cook, who, they deciare, has done everything that could be done in their interests. Any story to the contrary they will denounce as wholly untrue.

In the early morning hours the sky was overcast and there was every promise of disagreeable weather for the day, but by 11 o'clock the sun was shining brightly. The crews were out early at light practice, paddling and taking short spurts. Thousands of visitors and residents were early astir, and the banks of the river were soon crowded with sightseers. The course from end to end presented its usual vista of houseboats, barges, launches, &c., many of them partially hidden in the bunting they displayed. Flags of all nations fluttered from the roofs, sides, and rigging and anywhere else that a flag could be placed. Flags, however, were not the only decorations which advened the floating street. Bunches of flowers and branches of pelighboring trees heightened the effect of the paint which was plent ully laid on to most of the craft.

There was a noticeable increase of American flags, denoting that the number of visitors from across the Atlantic was largely in excess of previous years. Upon the houseboats, barges, and launches, as well as upon the river backs,

was displayed every conceivable shade of color in the smart costumes of the theusands of ladics, and this show of color was added to by the Sea-forth Highlanders in their plaids and kilts, who were in the enclosure. Every bit of available space from start to finish was packed with spec-tators.

were in the enclosure. Every bit of available space from start to finish was packed with spectators.

The Yale carsmen came out at 10 o'clock for a short practice at starts and returned to their boat tent near the bridge. The men took alight innoheon at the March Mills House at 11:30 o'clock and later took an omnibus to the starting point at the top of Temple Island, whither their boat had been towed by the substitutes. They received a number of cablesrams from America this morning wishing them success. The men were in good shape and sanguine, though Bob Cook was very quiet and had nothing to say as to the chances of Yale's witning. No rowboats pere allowed upon the course after 11 o'clock, all having been cleared off at race time. Between the races, however, these boats swarmed upon the course until the bell rang them off again. There was no wind when the Leander and Yale boats started, and, consequently, neither station upon the course was flavored.

The third heat of the race for the Diamond Sculls between if T. Blacksteff and the bell and the between the T. Blacksteff and the bell and the between the T. Blacksteff and the bell and the between the T. Blacksteff and the bell and t

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rang them or again. There was no wind when the Leander and Yale boats started, and, consequently, neither station upon the course was favored.

The third heat of the race for the Diamond Sculls, between H. T. Blackstaffe and the Hon. Rupert Guinness, who won the event last year, was well contested most of the way. The men got a good start, Guinness rowing at a thirty-nine stroke and Blackstaffe at forty. Guinness led by half a length in the first half minute, but at the top of the island Blackstaffe was level with him. At the guarter of a mile Blackstaffe led by a quarter of a length, at the Hectory he was still that distance ahead, and just beyond the Rectory ne was half a length in advance. Guinness then drew up and was a quarter of a length ahead at the three-quarter mile post. From this point he went away and won by two lengths in 9:03.

Then came the event next in importance to the race between Leander and Yale, the trial heat for the Diamond Sculls between Dr. W. S. McDowell of Chicago and the Hon. E. A. Guinness of Eton College, brother of the Hon. Rupert Guinness of the Leander Club, the holder of the trophy. The Doctor met with a series of mishaps during his practice on the Thames, such as upsetting, running into the piles, and being run down and having his boat smashed. He has also been much orliticised as to his style and subjected to more than his share of ridicule and belittling comment, but he treated the multitude to a surprise to-day and received an ovation from the crowds that were packed in every available space at the finish line of the course. He rowed beautifully, and actually played with Guinness, winning as he pleased. His time was not extraordinary; in fact, it was slow, but it was not necessary for him to row at a record-breaking pace to take the Hon. Mr. Guinness into camp. His finished in 9:30, three-quarters of a length ahead of his opponent, who appeared to be greatly facged. He might as well have finished many lengths aliend. Nobody doubted his ability to do it when the contrast be

has a notion that he will win the Diamond Sculls.

The other events of the day are summarized as follows:

In the first heat of the eight-oared race for the Ladies' Challenge Plate the Eton College crew beat Jeaus College, Oxford, easily. The second heat was won by Balliol College, which beat the Beafford Grammar Schooleight by half a length. The third heat was won by Radley College, which beat Trinity College, Dublin, easily. In the fourth heat Emmanuel College, Cambridge, beat Trinity Hall, Cambridge, by a length.

The first heat of the cight-oared race for the Thames Challenge Cup was won by the Kings-

The first heat of the eight-oared race for the Thurnes Challenge Cup was won by the Kingston Rowing Club, which beat the London Rowing Club easily.

In the first heat of the four-oared race for the Wyfold Challenge Cup Trinity College, Oxford, beat the Thames Rowing Club. The second heat was between Calus College, Cambridge, and the Molesey Boat Club. The heat was won by Calus. The third heat was won by the London Rowing Club, which beat the Christ Church, Oxford, four with ease.

don Rowing Club, which beat the Christ Church, Oxford, four with ease.

The first heat in the four-cared race for the Stewards' Challenge Cup was won by the London Rowing Club, which beat Caius College, Cambridge, by a length. This finished the rowing for the day.

There were several short showers late in the afternoon. Many of the spectators left at doclock, but enormous crowds still remained until the programme for the day was finished. The general opinion is that the day's sport was exceptionally good.

Among the Americans present were J. T. Whittsley of New Haven Conn. Mr. Bewen.

Among the Americans present were J. T. White-law of New Haven, Conn.; Mr. Brown Caldwell, Mr. Richard Didley, and Mr. Richard Croker and wire of New York; Mr. Henry Pearce of Providence, R. I., who witnessed the race from a steam lanneh; Mr. C. O. McClinteck of Pittsburgh, Pa., and Messrs, Stuart Hotekkiss, Slocum Howland, and W. D. Make-present Peace.
The Yale crew which rewed to-day, with the weights, ages, and height of the men, are as follows:

lows:
Stroke—George Langford, '97; age, 29; weight,
175t, pounds; height, 6 feet ½ inch; prepared at 8i.
Pani, Minn.
No. 7; Itaph II, Treadway, '98 (Captain); age, 22;
weight at Politips Exerer Academy,
No. 6-John Met, Lensacre, '96; age, 22; years 6
months; weight, 175 pounds; height, 5 feet 11 inches,
No. 5-Philip H. Billey, '97; age, 22 years 6
months; weight, 185 pounds; height, 5 feet 11 inches,
weight, 180 pounds; height, 6 feet; prepared at Hartford High School.

months: weight, 175 pounds; height, 5 feet 11 inches, No. 5-Philip H. Bailey, 197; anc. 22 years womths; weight, 180 pounds; height, 6 feet; prepared at Hartford High School.

No. 4-James O. Rodgers, '98; anc 21 years 4 months; weight, 1724; pounds, height, 5 feet 11½ inches; prepared at Andover.

No. 3-William M. Beard, '90; age, 20; weight, 162½ pounds; height, 5 feet 5½ inches; prepared at Hopalins Grammar School and Poughkeepsis Military Academy.

No. 2-Alexander Brown, Jr., '96, age 23; weight, 170 pounds; height, 6 feet half inch prepared at Brow. Jacks 18 mpson, '97, age 22 years 5 months; weight, 60 pounds; height, 5 feet 11 inches; prepared at K. Paul's School.

Conswalts—T. I., Clarke, '97, 115 pounds.

The Leander crew was made up as follows: S. W. Graham, bow, 142 pounds; J. A. Ford, 171;

C. W. N. Graham, bow, 142 pounds; J. A. Ford, 171; H. White, 160; E. Carr, 170; T. H. E. Stretch, 187; Gny Nickalls, 171; W. F. C. Holland, 148; J. G. Gold, stroke, 163; H. K. R. Pechell, coxswain, 114. The other entries for the Grand Challenge Cup were: New College-E. de Knoop, bow, 159 pounds; 6, O. C. Edwards, 168; F. G. Prilipa, 169; A. O. Dowson, 178; C. K. Philipa, 168; C. M. Pitman, 162; W. F.

Edwards, 168; F. G. Philipa, 169; A. O. Dowson, 78; C. K. Philipa, 168; C. M. Pitiman, 162; W. F. Tunne, 171; H. Whitworth, stroke, 164; coxswain, 8 Hickman, 166; Trhilly Hall—C. T. Fogg-Elliot, bow, 158 pounds; F. J. Fernie 161; E. J. Cassidy, 162; G. T. Bullard, 53; D. A. Wanchope, 277; H. B. Howel, 176; A. F. Bell, 56; D. A. Wanchope, 277; C. H. B. Faget-Tomling, coxswain, 122. wain, 122.
Powing Club-A. F. G. Everett, bow, 145
F. S. Lowe, 155; F. P. Barton, 167; J. WhitW. Adre, 169; H. W. Stout, 157; W. B. BlubW. J. Thompson, stroke, 149; W. F. Sheard, coxawain, 14.

Rosa, 151: Muir. 173: Atchericy, 169: 6411, 175: Hogle, 164: Taylor, 151: Fren, stroke, 167; coxawain, hol named. hot named. First Trinity—A. J. L. Humbold, bow, 154 pounds; J. G. B. Macariney, 169; G. A. Crane, 192; J. F. Braic, 188; C. W. Jenkyns, 175; H. A. Game, 173; R. R. En-erlugton-Smith, 174; W. S. Adle, stroke, 185; G. D. Colclough, coxawain, 123.

The entries for the other events were: The entries for the other events were:
Ladies Challenge, Vister-Balliol College, Oxford;
Bedford Grammar School, Emmanuel College, Csmbridge; Kton College, First Trinity, Cambridge; Jesus
College, Oxford; Badley College, Trinity College,
Intulin, and Trinity Halt, Cambridge.
Thames Challenge Cup—Emmanuel College, Cambridge, Kensington Rowing Cith, Kingston Rowing
Club, London Howing Club, Moissey Boat Club,
Soci et d'Encouragement du Sport Nautique, Paris
Thames Rowing Club, Trinity College, Dublin, and
Trinity Halt, Cambridge.
Stewards' Challenge Cup—Calus College, Cambridge arty Hait, Cambridge, ewards Challenge Cumbridge; nder Club. London Rowing Club. Magdaien Col., Oxford, and Thames Rowing Club. Stors Challenge Cup.—Catus College, Cambridge; daten College, Oxford, and Trinity College, Ox-

Magdalen College. Oxford, and Trinity College, Oxford.
Wyfold Challenge Cup—Caius College, Cambridge;
Christ Church, Oxford; Kingston Rowing Club, London Rowing Club, Molesey Boat Cub, Thames Rowing
Club, and Trinity College, 12ford.
The Nickalls Challenge Cup (Silver Goblets)—
Leander Boat Club, W. F. C. Fillmand and J. A. Ford,
Fridge College, 12ford.
Silver Rowing Club, W. F. C. Fillmand and J. A. Ford,
Fridge College, 12ford.
Silver Rowing Club, W. F. C. Fillmand and J. A. Ford,
Fridge College, 12ford.
Silver Rowing Club, W. F. C. Fillmand and J. A. Ford,
Fillmand Schile V. Nickails, London Rowing Club;
the Hon. H. Guinness (holder), Thames Rowing Club;
the Hon. F. A. Guinness (holder), Thames Rowing Club;
the Hon. E. A. Guinness, Chalmes Rowing Club;
Thames Rowing Club; B. Swann, Cambridge University Boat Club; W. S. McDowell, Delaware Boat Club,
Chicago, U. S. A., and R. K. Beaumon, Burton-orTrent Rowing Club.
Immediately after the race the Yale men held

Immediately after the race the Yale men held a meeting and elected P. H. Balley captain of the crew for 1807. Hrown and Rodgers have entirely recovered from the effects of their exertions and are now all right. exertions and are now all right.

LONDON, July 7.—All the morning papers will express sympathy for the Yale crew and admiration of their desperate pluck. It is the consensus of newspaper onlinon that no crew could have done more for their college than the Yale men did.

The Chronicle in its remarks on the defeat of the American eight will dilate upon the respect and esteem the Americans have won in Eugland, and declares that foreign competitors will henceforth be judged by the standard the Yale crew has set.

THE YACHT THELMA AFIRE

CLOSE CALL FOR THE MOLLEN HAUERS ON THE SOUND.

n Explosion of Naphtha Wrecks a Pine Twin-cerew Piensure Craft-Help at Hand to Save the Owner, His Wife, and Crew-The Accident Is Unexplained.

J. Adolph Mollenhauer of the Mollenhauer Sugar Refining Company of Brooklyn and his wife were on their way to Newport in Mr. Mollenhauer's naphtha yacht, the Thelma, yesterday morning, when she took fire off Matinnecock Point, in Long Island Sound, and all hands were forced to abandon her in haste. When the fire started the Thelma was headed quickly for a steam canal boat, which was running in almost her own course a little way ahead, and the yacht's passengers and crew

clambered to the canaler's deck.

The Captain of the steamer Northport, on her morning trip from Northport to this city. had seen the fire, and headed for the yacht, The Northport reached the canal boat almost as soon as the Thelma's people had boarded her, and she brought them to Long Island City and Brooklyn all unharmed. The canaler towed away the Thelma to lurn out.

The accident, which might have been a serious one, since not always are two steamers within easy reach of a third in distress out on the Sound, occurred early in the morning.

line, Major Ulrich of the Mutual Life Insur-ance Company, Fred Bourne of the Singer Sewing Machine Company, and Bhinelander

ims. Major Ulrich of the Munual Life Insurance Company, Fred Boune of the Singer
Bewing Machine Company, and Rhinelander
Waldo.
Capt. Ed Hendrickson of the Theima, who
reached his home late yesterday afternoen, said
that while Mira Mollenhauer was breakfasting
on the upper deek about amidships, and Mr.
Mullenhauer was in the main cabin or living
room below, Albert Swanses, the engineer,
poked his head into the pilot house and said
that the injector wasn't working right, and that
he was going down to fix it. A few moments
later there was a flash near the stern.

The Captain looked aft and saw a roaring
column of smoke and flame coming from the
rear hatchway. He knew it was the naphtha,
and that it was all over with the Theima. He
turned off the valve which connected the
naphtha tank, just forward of the pilot house,
with the engine. There were about 300 sallons
of naphtha in the tank. The Captain then
headed the launch in shore and ordered the
crew to lower the boats. Mr. Mollenhauer came
running out of the cabin, and, without saying a
word to anybody, seized the whistle cord and
began sounding the distress signal—short,
starp toots.

After the Grit had reaponded to the Thelma's
signals and Mr. and Mrs. Mollenhauer had been

began sounding the distress signal—short, sharp toots.

After the Grit had responded to the Thelma's signals and Mr. and Mrs. Mollenhauer had been transferred to the cannier, the crew got into the Thelma's boat and made her fast to the Grit with a 300-foot hawser. Then a tug appeared, and her crew got out the fire hose to throw water on the blazing yacht.

The cartridges and two pounds of powder in the Captain's cabin began expleding, and the tug conin't run away fast enough to suit her Captain. After the passengers were transferred to the Northport the Grit went in shore, towing the launch. When the Captain lastsaw the yacht she was a mass of fame down to the water; the masts were just falling, but the naphtha tanks had not exploded.

Mrs. Mollenhauer, who reached her home in



log soft coal, but when the smudge cleared away he saw that the yacht was afire, the flames apparently playing from end to end of her, as though they had a good start. He made for her at once, but before he reached her the Thelma was alongside the steam canaler Grit, bound eastward, light, to get a cargo of gravel. The Thelma headed for the

Grit as soon the fire broke out. The Northport bore down on the Grit, and the shipwrecked ones got aboard the steamer, while the Grit's hands made a line fast to the yacht's prow preparatory to towing her away. The line was a long one, as it was feared the naphths tank might explode, and hobody wanted to remain longer than necessary near the burning boat. The Northport, on her run to the wreck, had got her fire hose in readiness for use, but Capt, Diefenbach feared to stay near the fire, as he thought it would be jeoparding the Northport and her rargo. As Mr. Mollenhauer also wanted to get away, the Northport resumed her voyage, first taking in tow the Thelma's two boats. Mr. Mollenhauer told the Grit's Captain to beach the yacht wherever it was convenient for him to do so. He tewed her into Lloyd's Neck, beaching her in the canal there.

As the boats drew apart, Capt, Diefenbach said, there were several slight explosions or puffs of smoke and dame aboard the Thelma. She was affre throughout. As her hull was of wood, he thought that she would be a total wreck.

Mr. Mollenhauer said the Thelma was valued at about \$15,000 and was partly insured. Furnishings and sliverware and personal belonging would raise the figures of the loss. while the Grit's hands made a line fast to the

Mr. Mollenhauer said the Thelma was valued at about \$15,000 and was partly insured. Furnishings and silverware and personal belongings would raise the figures of the loss. Just what the personal property amounted to the Captain did not ask, but Mr. Mollenhauer told him that he had lost all his jewelry, as it was below when the fire began and he had no mortunity to go after it. It happened that Mrs. Mollenhauer had her jewels in a small satchel beside her, which she saved. Mr. Mollenhauer told Capt. Diefenhach that he had not seen the use of sporting jewelry on deck, so he was minus what he had taken aboard with him. The racht's sailing master, Capt. Hendricksen, saved his dunnage. He was the only one who went below after anything. The steward lost everything he had, and Mr. Mollenhauer told him he would make the loss good. The total savings from the yacht were the personal effects of the Captain, the contents of Mrs. Mollenhauer's refuule, and the yacht's two small boats.

total savings from the yacht were the personal effects of the Captain, the contents of Mrs. Mollenhauer's reticule, and the yacht's two small boats.

Capt. Diefenbach said Mr. Mollenhauer told him that as soon as the fire started they headed for the canaler and ran up alongside her low, boarding her without taking to the small boats. The Thelma's owner, Capt. Diefenbach said, did not seem to be greatly worried about the loss of his boat. Mrs. Mollenhauer, who had been slightly nervous at first, regained her self-possession very soon and was able to appear at ease on the steamer. Mr. and Mrs. Mollenhauer were landed at Hunter's Point in time to take the 11 o'clock train for Bay Shore. The Thelma's crew and her boats were put off at Wallabout, and the Northport came down to her wharf at Peck slip.

Some of the explosions that occurred on the Thelma after the Northport started for the city were of cartridges in the yacht's plot house. There were thirteen of them. Mr. Mollenhauer had been on a Fourth of July cruise, before he started for Nowport, with Cord Meyer and several other of his friends among the South Shore summer colony. He had put in at Fire Island and Bay Shore with them on Monday, and had then started with Mrs. Mollenhauer for Newport.

Capt. Diefenbach said Mr. Mollennauer told him that the Thelma's engineer had taken out one of the injectors to clean it and that the explosion and fire followed. Apparently the naphtha blew all over the boat, he told the Captain, and flames sprang up all around. Just how it happened he could not tell.

The Thelma was a twin-screw yacht with two naphtha motors, two smokestacks, and two naphtha tanks. As she was under way when the explosion occurred, one of the motors must have been in operation, and therefore have had a fire under it. If the injector of the other was taken out under those circumstance, it is said, an explosion of the naphta tank, it had turned out in nearly all cases that, when an examination was made, the tank was found intest, no matter what clse of t

self because of its novel construction. Procros any never had objected to building any boat
for any one.

The Thelma was a yacht, not a launch, and
was oullt to be serviceable for short oruges.
She was delivered to Mr. Mollenhauer on May
12. She had sleening accommodations for
half a dozen persons, besides the crew, and on
a day's sail can take a large number of guests,
as she is seventy-six feet long and nearly her
whole length is available deck or cabin room.
The naphtha motors are so compact that nearly
all the space which in a steam yacht is rejuired for the engine room may be used for passengers. It is said that a 76-foot naplitha boat
has as much free room as a 110-foot steam
yacht. The motors are set aft, as the illustration oublished herewith shows, and the tanks
are played below decks forward.

The Thelma carried two tanks, each of 300
gallons capacity, and could cruise without refilling for ave or six days of ten hours' sailing
each, at about eleven knots an hour. The inotors were each of 12-horse power. Her beam
was 11 feet 8 inches. She had a clipper how
and flush deck. She was finished in mahagany inside, with the main saloon done in
white and gold.

Although larger than most naphtha beats,
the Thelma was not by any means the only one
of her kind. Several similar yachts are to be
found it this vicinity, among their owners befound it this

The Thelms had come from Bay Shore, where Mr. and Mrs. Mollenhauer's summer home Is, by way of Sandy Hook and Hell Gate on Monday, and had put in at Whitestone on Monday, and had put in at Whitestone on Monday evening. Getting under way early yesterday morning, she had rounded Matinnecock Point about 8 o'clock, when she was seen by Capt. J. C. Diefenbach of the steamer Northport, which had left Northport at 6:20 o'clock In the morning for New York.

The Northport had passed Fox Island and was within about a mile of the Thelma when Capt. Diefenbach saw a sudden puff of black smoke come from the yacht, and, in the sultry uir, hang over her for several moments. He thought at first that the yacht was burning soft coal, but when the smudge cleared away he saw that the yacht was after, the flames apparently playing from and to end of the flames apparently apparent home.

DOG SAVES A FOUNDLING'S LIFE. He Showed a Policeman Where It Was and the Walf Is Now in Hospital.

By special police precept, not to be found in the rules and regulations, every dog who barks or growls in the public thoroughfare is a mad dog, and as such should be shot to death at once. Policeman Devier of the East Sixtyseventh street station knows something about dogs, so he takes no stock in this precept. So when the big white bulldog who watches over Williams's stone yard, at the foot of East Sixtyseventh street, undertook in his own way to let the policeman know that something out of the usual had happened, Devier didn't get rattled and try to kill the dog, but used his common sense, and, relying on the animal's instinct to

guide him, saved a human life, The stone yard is at the far end of Devier's beat. As he went down there a little before midnight Monday, he heard the dog whining Presently the animal ran out into the street and jumped about the policeman, barking. It wasn't an angry bark, and the dog was wagging its

tail. "Well, what's the matter?" asked Devier. The dog bounded away in the direction of the stone yard, then rushed back again, and timest threw somersaults in his eagerness to mak

"Oh, all right," said the policeman. "I suppose you've got a drunk cornered and want me to come over and get him."

With every indication of delight the dog pranced ahead as the policeman walked over to the stone yard. Over rows of stones they went, the dog occasionally looking back to make sure that the bluecoat was following. Finally the dog stopped at two stones leaning against each other and poked his nose in the cavity between. A faint and shrill cry made Devier jump. He reached under the stone and brought out an infant wrapped in a piece of muslin. Devier picked the child up and made quick time to the station house, the dog trotting along at his side Once at the station, the dog seemed to consider that his part was done, for he sniffed about the place, barked once or twice in a satisfied way,

The infant was taken to Bellevue Hospital. It was apparently from six to ten hours old when found, and would have died in a short time had it remained where the dog had found it.

AMUSEMENTS. What May Be Found This Week to Enjoy at the New Theatres.

The Herald Source Theatre will be reopened on Friday night for a single performance of "Patience" by distinguished volunteers for the benefit of Paul Steindorff and Thomas Fbert. "In Gay New York" is continued indefinitely at the Casino. "El Capitan" is nearing its end at the Broadway. German opera is offered at Terrace Garden. "Evangeline" is still at Manhattan Beach, and so are the circus, the fireworks, and the Sousa concerts, With the managers of the roof gardens it

isn't the approaching Presidential election that serves as an excuse for dull business, the weather for the past five weeks being reason enough. But, despite the discouragement of a succession of rainy nights, the programmes of the roof show are full, and in quality quite equal to the standards set in years past. In Madison Square Garden's roof list there is promise of good diversion. Press Eldridge, Felix and Cain, Caroline Huil, and Haines and Pettingill are the best-known names. The openair rosort at Grand Central Palace is the newsest of the roof shows. Its leading specialists are Smith and Gook, Mildred Howard de Gray, and the newsboys' quintet, Biondi and Mario Dressler are in the lead at Koster & Biai's, and new vitascope views have nightly showings. The Olympia's roof engages Charles R. Ward and Fregoli as its leaders, and is interesting of itself because of its novel construction. Proctor's Pleasure Palace puts John W. Ransone as its roof leader, and has ballets as the feature that best shows off the two-ended stags of its music hall and palm garden. Raymon Moore and Pearl Andrews are conspicuous at the American roof, and the favoredperformes atop the Casino are Ward and Lynch, Annie Hart, and Willis P. Sweatnam.

What are ill winds for the open-air entertainments are helpful to the continuous-performance theatres, for whom a model day ends in rain. Three of these houses are open, and are ordinarily filled with visitors as the result of a midday downpour. They are Keith's Union Square, Proctor's Twenty-third Street, and Pastor's. The first named has a very interesting feature in Lumiere's cinematographe, which is used three times a day, and its corps of specialists is headed by Caron and Herbert and by Carr and Jordan. Proctor's Twenty-third Street puts Fields and Lewis and the Reed family at the top of its roater, and Pastor's names Bonnie Thornton, Lydia Barry, and Omene as its best. At Huber's Museum a man that swallows swords and several women that run hourly races have the centre of the curio hall. The Eden Musée band concerts and the eldoloscope displays at the Bijou come both afternoon and evening. the roof show are full, and in quality quite equal to the standards set in years past. In

THE BRIDE SERVED A WRIT.

NEW WAY OF REACHING A CLERGY MAN WITH LEGAL PROCESS.

Rev. Dr. D. C. Potter a Victim of Mrs. Rey-nolds, Process Nerver—Now She Has An-other Order to Serve On Rim and the My-meseni Bodge Will Hardly Work Again. Mrs. Emma Reynolds went to the rectory of the Rev. Dr. D. C. Potter of the Tabernacle Baptist Church in Second avenue and told the servant at the door that she wanted to make arrangements to be married the next week. The roung man, she said, was bashful, and she was attending to the details. Dr. Potter acreed to perform the ceremony, and on the day set she appeared with a large, bashful young man, and

they were ushered into the parlor. They were not married, however. The young roman said, with a pleasant smile, that they had come to keep the appointment, but that they had decided to postpone the ceremony a little further. Meanwhile, she begged the clergyman to accept a memento. She handed it to him, and he discovered that it was an order from the City Court for his examination in supplementary proceedings under a judgment for \$135,10 obtained by Peter Henderson for flowers and seeds.

The young woman is a professional process erver. Dr. Potter is credited with being any-

server. Dr. Potter is credited with being anything but an accessible man when her profession is concerned, and so shedevised a plan that should give him he earthly chance.

Dr. Potter was examined last week. He testified that his wife and four children reside at Stamford, where his wife owns a place, for which the flowers and seeds were bought. He has been connected with the Baptist Tabernacle about ten years. When he assumed the pastorate the Tabernacle voted him a saiary of \$3,000. There has been no change in the arrangement, but he has not been getting this amount of late. The church owes him less than \$2,000. He had assigned his saiary to his brother-in-law, George G. Freeman of Paterson, N.J., who advances money for his living expenses. The personal belongings of the church were sold seyeral months ago by the Sheriff. They were bought in by his brother-in-law, who now rents them to the church. The New York Baptist Missionary Society has recently obtained a judgment foreclosing a mortgage for \$88,000 on the church realty. All the property he personally owned at the time of the Sheriff saile was one bed, a table, and, perhaps, three or four chairs. These things are the furnishings of his study and bedroom.

The following examination occurred about his suit for \$250,000 damages against John D.

study and bedroom.

The following examination occurred about his suit for \$250,000 damages against John D. Rockefeller.

Q.—What is the suit for? A.—For damages to me individually. to me individually.

Q.-le it for breach of contract? A.-Well,
no; but it was caused through breach of a contract. I allege he has not performed an agreement with the church which he made.

no; but it was caused through breach of a contract. I allege he has not performed an agreement with the church which he made.

Q.—You are not personally interested in that?

A.—His failure to perform that agreement precipitated upon me a series of calanitites, and is really the start of my fluancial misfortunes.

Q.—Did he have any contract with you personally? A.—Yes. He had personal arrangements with me for the carrying on of various kinds of religious and charitable work.

Q.—For which he agreed to pay you? A.—No. He agreed to pay the expenses and he did not do it, and I was obligated personally to do it, which left me in great distress.

Q.—Was one of those enterprises the boarding house that you maintained? A.—You could not call it a boarding house. One of them was the erection of a building at the corner of Tenth street and Second avenue upon the prigerity of the Tabernacle Church, St. Mark's place. That building was to be a church building, a home for young ladies.

Q.—You did maintain said home for a while?

A.—Yes; the one on Second avenue, and afterward at 225 Elevonth street.

He said that other parts of his arrangement which Mr. Rockefeller referred to general charity work. In some instances, he said, the arrangements were in writing and in others there was merely an understanding.

Further examination was then adjourned until last Friday, but the elergyman did not appear. Justice Conlan said he would issue an order to show cause why he should not be punished for contempt. Lawyer Stuart, Mr. Henderson's attorney, said yesterday that an effort would be made to serve this order upon Dr. Potter some time this week. He had no idea what ruse his process server would try, but he was sure that nothing hymencal would work again.

ress server would try, but he was nothing hymencal would work again. TENDERLOIN POOL ROOM RAIDED

Alleged Keeper and Ris Clerk Nabbed-Acting Inspector Harley raided a pool room in the Tenderloin yesterday and arrested Joseph Ullman, the alleged proprietor, and Frederick Fisher, his clerk. The room was on the first Fisher, his clerk. The room was on the first floor at 19 West Twenty-sixth street. Ullman and Fisher, when arraigned in Jefferson Market Court, demanded an examination. At their request it was set down for a week from to-day, Pending the examination their ball was fixed at \$2,000. Matnew Corbett, a bookmaker, became their surety.

The evidence on which the warrantwas issued for the arrest of Ullman and his clerk was procured by one of Inspector Harley's men. He bet \$5 in the pool room on July 4. A nollecman has been stationed in front of the place to prevent any future pool selling.

MARINE INTELLIGENCE, MINIATURE ALMANAU—THIS DAT. Sun rises.... 4 37 | Sun sets.... 7 33 | Moonrises. 2 05 Bandy Hook. 5 22 | Gov.Island. 5 44 | Hell Gate., 7 33

uthwark, Bunce, Antwerp.

Arrived-Tuespay, July 7.

Se Stutiswire, Bullet, Alleville,
Se Schiopia, Wilson, Moville,
Se Venneuela, Hopkins, Laginayan,
Se Carib Prince, Bobson, Bahia,
Se Alleghany, Low, Singston,
Se Boston, City, Barclay, Swanson,
Se Hosten, Hoffe, Gionra,
Se Concho, Rise, Galveston,
Se Concho, Rise, Galveston,
Se Tallahassec, Askins, Savannah,
Se Jamesown, Ruiphers, Norfolk,
Se H. M. Whitney, Philott, Beaton,
Se H. M. Whitney, Philott, Beaton,
Se City of New Bedictor, Bibber, Fall River,
Ship Mary L. Burrill, Rice, Rio Janeiro,
Bark H. O. Johnson, Colty, Aleppy.

[For later arrivals see First Page.] [For later arrivals see First Page.]

ARMYED OUT.
Fs Majestic, from New York for Liverpool, at Queens own.
Sa Ohio, from New York, at Southampton,
Sa August Korfi, from New York, at Cuxhaven.
Sa Cuile, From New York, at Liverpool.
Sa Seacon Light, from New York, at Amsterdam.
Sa Hevellus, from New York, at Pernambuco.

Es l'atria, from New York for Hamburg, passed sle of Wight. ba Valleda, from New York for London, passed Prawle Point.
Se Amsterdam, from New York for Rotterdam,
passed the Lizard.
Se Bonn, from New York for Bremen, passed the Sa Chicago City, from New York for Bristol, passed Lundy Island. be Spree, from New York for Bremen, passed Scilly, Se Scandia, from Humburg for New York, passed the Lipard.

BAILER FROM DOMESTIC PORTS.

By Kauses City, from Savanuah for New York.

New York, Southampton. 7,00 A. M. Germanic, Liverpoof. 9,00 A. M. Westernland, Antwerp. 10,00 A. M. Earatoga, Havana. 1,00 P. M. Fl Monte, New Vitcans. Sall Tomorrow Normannia, Plymouth. 7:00 A. M. State of California, Glasg'w Tallahassee, Savannah Sail Friday, July 10 Finance, Colon. 10:00 A. M.
Habana, Mexico 10:01 M.
Ardendearg, Cape Colony 4:00 P. M.
Ardendearg, Cape Colony 4:00 P. M.
Greetan Prince, Permittice 1:00 P. M.
Etona, La Plata 4:00 P. M.
Etona, La Plata 4:00 P. M.
Bendhole, Charleston
Rio Grande, Brunswick

INCOMING STEAMSHIPS. Due To day. Ems Indrapura Victoria Radnorshire Attila Inc. Thursday, July 9 Christiansand Due Friday, July 10.

> Due Saturday, July 11. m.tay, July 13,

NATHAN SERECTON KILLED.

A Man of Luppe Business Laborests a Vice tim of Somnambulion, Nathan Shelton, a capitalist and financiera with offices at 44 and 46 Broadway, and fore merly the Treasurer of the Union Pacific Rails road Company, was killed early resterday morning by a fall from the window of his beds room on the second floor of Mrs. Adelaide In Tice's boarding house at 50 Livingston street, Brooklyn. The window was close to the floor, and, as Mr. Shelton was a somnambulist, it is

supposed the accident occurred while he was

walking in his sleep. His friends say that his

business was flourishing, and that they know of no cause why he should have committed suicide. Two months ago his wife returned to Omaha, where they lived until about a year ago, to recruit her health, and Mr. Shelton took a suite of rooms in Mrs. Tice's house. The son, who was associated with his father in business, boarded in a neighboring house in the same street. After linner on Monday night Mr. Shelton played whist until 9 o'clock, when J. F. Burnham called to see him. They went out and took a trolley ride to Ulmer Park. They listened to the music and ordered a couple of glasses of beer, but left them untouched. About 11 o'clock they returned, and Mr. Burnham left his friend at the door of his boarding house about midnight, Mr. Burnham says that Mr. Shelton was in a cheerful frame of mind, and during their ride had discussed some of his

Shelton was in a cheerful frame of mind, and during their ride had discussed some of his business projects.

About 2:45 o'clock Mrs. Tire, who slept in the back parlor, was awakened by a noise in the yard. An investigation was made, and Mr. Shelton was found in his night dress lying unconscious on the flagging. He died before the arrival of an ambulance surgeon, His skell was fractured. Both of the bestroom windows were wide open and the best was disturbed, showing that Mr. Shelton had occupied it.

Mr. Shelton came of a family which settled in Jamaica, L. I., more than a century ago. He was in his forty-seventh year. He had extensive business interests in Omaha. He was President of the Midland Guarantes and Trust Company of that city, and was also President of the Water Supply Company at Freeport, Ill. He owned a beautiful summer residence adjoining the Naval Academy at Annapolis, of which his son was a graduate. Mr. Shelton recently agreed to exchange some of his property at Annapolis for an apartment house in Third street, on the Prospect Park slope, in Brooklyn, and the negotiation was to have been closed in a few days.

Naval Veterans Elect Officers,

The National Association of Naval Veterans n convention yesterday elected the following fficers for the ensuing year: Commodore Cyrus Sears of Baltimore, Rear Admiral; George W. Brower of New York, Commodore: Commodore . D. Baker of Farragut Association, Boston, Fleet Captain; Capt. William E. Gould of the Gideon Wells Assaciation, New Haven, Conn., Commander; Capt. William F. Van Houton of the Admiral Boggs Association of Newark, Lieutenant-Commander: Delegate Peter Johnson of the S. C. Rowan Association of Portsmonth, Va., Senior Lieutenant; E. F. Carrigan of the Gideon Wells Association, New Haven, Juniar Lieu-tenant; Erden F. Dustin of the Farragut Asso-ciation, Providence, Fleet Paymaster; Dr. Thomas G. Herron of the Naval Veteran Asso-ciation, Cincinnait, Fleet Surgeon; Joseph H., Jory of the Maryland Association of Baltimore, Fleet Enginber, and the Rev. Robert Edwards of the Janes Methodist Episcopal Church, Brooklyn, Chaplain, enant-Commander: Delegate Peter Johnson of

Business Motices.

Allen's Foot-Ease, a powder for the feet. It cures painful, swoiten, smarting feet, and instantly takes the sting out of corns and bunions. It a the greatest comfort discovery of the age. Allen's Foot-Ease makes light-fitting or new shoes feet easy. It is a certain cure for sweating, callons, and heat tired, aching feet. Try it to-day. Sold by all druggists end shoe stores. By mail for 25c. in stamps. Trial pachage FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

MARRIED.

BICHARDSON - PARMER. - On Tuesday, June 23, 1896, at the Mayor's office, Marie S. Parmer to Arthur K. Richardson of San Francisco, DIED.

BAYLIS,-Suddenly, Timothy Carll Baylls.

Funeral Wednesday evening at 8 o'clock, at 6% a Somers st., Brooklyn. Interment from Presby terian Church, Mellville, L. I., on arrival of trains from Brooklyn Thursday morning. HARRIS,-At his residence. Bath Beach, July 6, Richard Charles Harris, in his 72d year.
Funoral private, Wednesday, July S, at 10 A. M. Baltimora, Md., and London, England, papers please

LILIENTHAL .- At Belvoir, Yonkers, N. Y., on Thesday, July 7, Susan Pollock, widow of C. H. Lillenthal. Funeral services on Thursday, at 4 P. M. Carriages

will meet 2:35 P. M. train from Grand Central station. Foreign papers please copy. MORGAN, -At Bad Nauhelm, Germany, on Sunday, July 5, Sarah Spencer, wife of George H. Morgan of this city and daughter of the late Junius S Morgan, Esq., of London. MORIARTY, -John Moriarty, beloved husband of

and Philip Moriarty.

Funeral will take place from his late residence, 95 East 10th st., at 9:30 A. M., Wednesday, July 8. Services at St. Ann's Church, East 12th st. 10 A.M. Interment in Calvary Cometery. PARRINGTON. On Tuesday, July 7 1890,

Themas Parriagion, beloved husband of C Parriagion, a native of County Tipperary in his 58th year. Re latives and friends are respectfully reattend the funeral from his late reste ace, 145

Fact 50th st., on Thursday, July 9, at 1 F. M. PURDY, -On Sunday, July 5, Caroline L., day of the late Jane and Samuel H. Purdy, aged 60 Relatives and friends are invited to attend funeral, from residence of her niece, Mrs. Daniel D. Tompkins, 137 West 121st st., on Wednesday, July S, at

1 P. M. Interment at Woodlawn.
REILLY,—On Monday, July 6, 1896, James Edmund.
Reitly, native of Dundalk, Ireland, aged 62 years. Funeral to-morrow, at 10 A. M., from his late residence, 110 East S4th st., thence to St. Lawrence's Roman Catholic Church, where a solemn high may of requiem will be said for the repose of his sui-Relatives, friends of the family, and members of Typographical Union No. 6 are invited to attend. ROUSE, -on Sunday, July 5, Patrick Rouse, native of Dromoro West, county of Silge, Ireland.

Puneral from his late residence, 305 Livingston at. Brooklyn, on Wednesday, July 8, at 9:30 A. M.; thence to the Church of Our Lady of Mercy, Debevoise place, where a selemn mass of requiem will be said. Interment in Calvary Cemetery. TOOK ER. Suddenly, July 7, at his residence, 189
East 110th st., Joseph H. Tooker,
Notice of funeral hereafter.

Blew Lublications.

beamound The Chap-Book

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JOHN DAVIDSON, MAURICE THOMPSON.

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